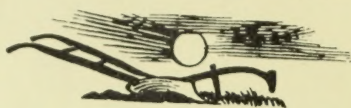



Address of
Mr. G. T. Somers
President
of the
Board of Trade
of the
City of Toronto

Annual Meeting
January 20th.
1913

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G. T. SOMERS
PRESIDENT OF THE BOARD OF TRADE
OF THE CITY OF TORONTO
1912

Address of
Mr. G. T. Somers

President
of the
Board of Trade
of the
City of Toronto



Annual Meeting
January 20th
1913

*To the Members of the Board of Trade of the
City of Toronto:*



ENTLEMEN: In so far as both Canada and the Board of Trade of the City of Toronto are concerned, 1912 will go down in the archives as a year of accomplishment, with a predominant note of optimism that augurs well for the future. The Dominion has begun to think and act imperially, and evidence is multiplying that Toronto has left behind the provincial spirit and in its planning is looking forward to the needs of a city of one million population. It falls to my lot, as your retiring President, to give a review of the past year, but I will not attempt more than a brief sketch of the most outstanding events, feeling that you have been kept well informed of the affairs of this Board through the columns of the "Board of Trade News."

It is gratifying to note the expansion in the trade of Canada during 1912, which has been marked in almost every line. This is borne out from the record of trade with other countries as indicated in the Custom's returns, which approximated \$87,576,037, as against \$73,312,368 during 1911 and \$61,024,239 in 1910. The excise duties for 1912 will amount to about \$31,000,000, thus bringing the grand total up to \$118,000,000, showing the extensive increase in Canada's customs during the past few years.

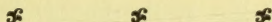
The volume of imports and exports for the year ending 31st of October totalled almost one billion dollars, as compared with \$804,000,000 in 1911.

Significant as these figures are, the fact that our domestic trade has increased at an even greater ratio is a tribute to our wonderful industrial growth. The products of our factories have increased from \$481,000,000 in 1900 to \$1,165,975,000 in 1910. The last census returns show that in manufactures the capital invested increased during the same period from \$446,900,000 to \$1,247,583,000, and the succeeding two years have added many millions to this, as well as a correspondingly large increase in the output of these factories. The increase in domestic trade is well indicated in the enormous increase in bank clearings, which this year reached a total of \$9,143,000,000, as compared with \$7,391,000,000 in 1911, as well as by the increase in railway earnings of about \$30,000,000 (the figures being approximately \$219,000,000 for 1912, against \$189,000,000 for 1911.)

The growth and development of Canada's home market is evidenced by the decline in the exports of butter, cheese, eggs, and kindred articles, which are now fully consumed in this country. The season of 1911-12 was marked in the history of the dairying industry in Canada as the first since Confederation in which practically no butter was exported to Great Britain. As a matter of fact, much butter was imported into Canada—some coming from as far away as New Zealand. This latter, in a country like Canada, is not a satisfactory nor a healthy condition of affairs, and it is to be hoped that our great dairying industry, to which this Province is so magnificently adapted, will take on greater energy and not only make up the present deficiency in home supply, but regain its position in exporting.

Immigration into Canada during 1912 reached nearly 400,000, while the value of the effects and capital brought in by these new settlers ran into many millions of dollars. The mineral production in Canada during 1912 was slightly in excess of \$100,000,000; the value of our forest production for that year is estimated at \$166,000,000; the fisheries for 1912 yielded \$34,667,872; field crops approximately \$509,437,000; the production of our factories is estimated to have been \$1,462,000,000, and these with the other natural returns will serve to give some idea of the resources and the development of this wonderful country of ours.

Our public borrowings abroad during the year totalled about \$175,000,000. Canada has been treated generously in London—that great money market of the world. Her credit still stands high, a fact that should make us all the more zealous to guard it jealously and to do nothing that would tend to place it in jeopardy. The total bond issue of Canada for 1912 is placed at \$230,782,982.



DURING a trip which I had the pleasure of making to the Pacific Coast during the past summer, I was very much impressed with the growth of our great West and the energy and enterprise of its people. Much has already been done in the West, but it is just at the threshold of its vast expansion. New lines of railroad, either under construction or projected, are destined to open up great tracts for settlement, capable of affording homes for the teeming thousands of the Old World. One thing which struck me in the West was that speculation in land was being carried to excess, and I cannot too strongly deprecate the policy of extended suburban subdividing

**Conditions
in the
West**

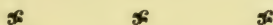
which seems to have gained a foothold there. Great areas, far removed from towns and villages, have been cut up into building lots and advertised for sale with a blare of trumpets in the East and also in Great Britain. Such a practice is certain to injure Canada's standing abroad, and to create a prejudice which may do lasting harm. I am pleased to be able to state that many of the Boards of Trade in Western Canada have become seized of the fact, and have not only passed condemnatory resolutions, but have taken active steps to put an end to the practice, and to protect the public from unscrupulous land sharks.

It is pleasing to note that Canada has been singularly free from industrial disputes, and that the relationship between labor and capital seems to be improving, a tendency being observed to exhaust pacific means before having recourse to the club-like and expensive method—the strike.

Railroad building in Canada during the past year has made rapid progress, more than 1,100 miles having been completed during the twelvemonth, thus bringing the railway mileage of the Dominion up to about 25,500 miles. The arrival at Port Colborne on New Year's Day of the first freight train which travelled over the Trans-continental line, with wheat from Winnipeg, and the departure of the same train on the following day, with flour ground from that wheat, for St. John, N.B. (the shipment being destined for South Africa), marked another link in the chain joining the East and the West more closely together.

The cities, towns and villages throughout the West seem prosperous, and business of every character is developing much more rapidly than even the most sanguine of us ever anticipated. The territory between Fort

William and the Pacific is quite capable, in my opinion, of taking care of a population of between 45,000,000 and 50,000,000 people within a reasonable period of time, and the citizens of Eastern Canada should lend an attentive and sympathetic ear to our Western fellow-citizens in their complaints as to existing unsatisfactory conditions. It seems to me that the adjusting or equalization of freight and telegraph rates with those now existing in the East should be taken up without further delay, and I am also of the opinion that every encouragement should be given to the erection of flour mills in Western Canada, so that the wheat could be milled locally, and the offal sold to the farmers for feeding stock, thus enabling them to carry on mixed farming successfully in the West.



A PART from either patriotic or sentimental motives, the attention which the Toronto Board of Trade has paid to the development of Northern Ontario has been indicated by the best of business reasons; a little forethought exercised now can make this great principality tributary to Toronto. With the opening up to settlement of that great clay belt, the conservation and economic utilization of its vast timber and water power resources, supplemented by the returns from its working mines, Northern Ontario is capable of supporting a prosperous population of large spending potentialities. For a number of years the Toronto Board of Trade has urged upon the Ontario Government the wisdom of expending much larger sums in the development of this wonderful district, advocating a policy of anticipating settlement, which in these days is the truest form of encouraging colonization. Eliminating the lure of gold, the way to induce settlers to

**Development
of Northern
Ontario**

cast their lot in Northern Ontario is by a policy of providing transportation facilities in advance of immigration, and I am pleased to record that the Government has recognized the wisdom of this course. In August the Ontario Associated Boards of Trade, conducted an excursion through Northern Ontario. Those who took part in that excursion were greatly pleased with the possibilities of the districts through which they passed, and were delighted with the hospitality extended to them at the several towns and villages which they visited. The excursion served a two-fold purpose. It acquainted the members first-hand with the potential wealth, as well as the needs, of Northern Ontario; and at the same time it gave to that new district much valuable publicity.

Coincident with the vote by the Ontario Government last session of \$5,000,000 to provide for roads, bridges and railways and for general colonization purposes, a new era seems to have dawned for Northern Ontario. Sir James Whitney informed a deputation which waited upon him later that if the sum voted was not adequate, there would be more to follow. The Bill practically gave the Government a free hand in the matter. During 1912 the settlers were put to work on the roads in Temiskaming, and under the direction of Mr. J. F. Whitson, Government Road Commissioner, about \$300,000 was expended, principally around Cochrane, but also in the better settled districts south along the Temiskaming and Northern Ontario Railway, around Matheson and Englehart. During the season, and notwithstanding the late start, more than 200 miles of roads were completed, and from fifty to sixty miles were partly completed. This is exclusive of the large amounts spent in purely colonization roads. Mr. Whitson is now working on plans for road construction in Rainy River Valley, Fort William, Port Arthur and

Fort Frances districts, and operations will be started as early in the spring as possible, while the work in Temiskaming will be carried on as well. The Government has yet to decide as to its colonization plans, prepared farms, and kindred matters. The work so far has been purely road building, which, with a steady increase in population, is the greatest and most pressing need of the North. The Provincial Government has granted a Pulp Limit lease to Montreal interests, the intention of same being to make a market for pulp wood for the settlers and thus avoid the heavy freight rates caused by long hauls. It is stated that large pulp mills are to be erected, and later on, if so directed by the Government, paper mills are also to be added.

Another company, composed of Michigan and Ontario capitalists, has secured from the Government two townships on the line of the Trans-continental railway. They have erected temporary mills, and have promised to erect permanent mills for the manufacture of various kinds of wood work. They undertake to buy timber from the settlers in the district at prices to be approved of by the Minister of Lands, and to colonize the townships acquired.

I understand that negotiations are also in progress with other parties to acquire two townships north of Sault Ste. Marie. They plan to use the wood in various ways and to make their industries permanent by reforestation.

For the provincial year ending Oct. 31st, 1912, the Department of Agriculture sent in to Northern Ontario 1,372 people for the actual settlement of 211,369 acres of land. This seems to be a very disappointing number, and it is to be earnestly hoped that the Government will devote itself to a more aggressive policy along the lines of

settling this vast territory with a class of citizens who will make good Canadians and become a valuable asset to the province hereafter. I am further satisfied that the citizens of Ontario will heartily support the Government in any reasonable expenditure in the settling and development of Northern Ontario.

The mineral record of Northern Ontario for 1912 is phenomenal. Cobalt mined 30,000,000 ounces of silver, worth approximately \$17,690,000. The disbursements by Cobalt mines in 1912 continued at a high rate, the total declarations and payments during the year being \$7,450,-194. This wonderful camp has now passed the experimental stage, and has also been largely removed from the manipulations of the speculator and the wildcatter. It now resolves itself into a business proposition of mining and producing the ore, and the reserves seem to indicate that Cobalt will long be numbered as among the greatest of the world's silver-producing camps.

Despite the strike which retarded operations in the Porcupine District, that new gold camp produced close to two millions of dollars during 1912, and it is estimated from the showings at the mines and the operations of seven mills that in 1913 the gold yield will be from five to six millions. The nickel mines near Sudbury continued to supply fully 70 per cent. of the world's nickel in 1912. The opening up of large iron deposits throughout the North Country, and the occurrence of mineral wealth in many areas as yet hardly prospected, together with the splendid agricultural possibilities of its soil, augur well for the future of this vast territory, known as "Ontario's Hinterland."

The Question of Good Roads

THE success which has so far attended the propaganda of the Toronto Board of Trade in respect to the question of Good Roads is a matter for sincere gratification. This is a subject which strikes at the very root of the agricultural prosperity of Ontario, and, in a wider sense, of the Dominion. I have no hesitation in declaring that when this problem is properly solved it will go a long way towards stopping the exodus of young people from the farms. Those of you who are familiar with conditions throughout rural Ontario are aware that for a number of months in the year farmers are placed in a position of practical isolation by the almost impassable state of the country roads, thus nullifying considerably the good work of the rural telephone, and rendering social intercourse difficult, and in many cases almost impossible. I regret also to be obliged to say that in too many districts, at the very periods when the country roads should be at their best for driving purposes, whatever joy is to be derived from that pastime is sadly marred by the unsightly barricades of gravel and loose stones, indiscriminately dumped upon the roads by that ill-judged co-operative system of pioneer days, statute, or better-termed "stupid" labor. The Toronto Board of Trade has approached this subject in no provincial spirit. The Good Roads Committee, with Mr. W. G. Trethewey as chairman, in memorializing the Dominion Government, made it clear that any subsidy from the Dominion Government for the purpose of highway construction and maintenance should be ear-marked, "For the purpose of Highway Construction and Maintenance," such grant to be made for roads that are used by all vehicles, and that the roads should be constructed from plans agreed upon by the Dominion and

Provincial Governments. It was further recommended that subsidies to the Provinces for Road Construction should be made in proportion to population. The basis thus laid down and the policy of this city in working in harmony with the county and township authorities of York, in the improvement of the highways leading into Toronto, should commend itself to every citizen. I feel that a start has been made, and that the seed so industriously sown by this Board and kindred organizations will blossom and bear fruit abundantly. Toronto has voted a further grant of \$100,000 in helping along the movement, and the County of York has given assurance that it will supplement this by a sum of similar proportions. Already an agitation is on foot looking to the construction of a paved road from Toronto to Hamilton, a scheme which the municipalities regard with favor, and which requires only an adequate grant from the local Legislature to make it an assured fact. The fact that the farmers along the proposed highway have accepted with enthusiasm the project and the consequent taxation which it involves, is a hopeful sign that the need for good roads is at last in a fair way of becoming generally recognized. During 1912 the expenditure on country roads constructed in Ontario reached three-quarters of a million, or \$150,000 more than during 1911. At least \$250,000 of this was spent upon the York County system. The City of Toronto and the County of York can point to the indisputable fact that they have blazed the way in the direction of a movement that should make for the added prosperity of the Dominion.

**The
Toronto
Post Office**

AN excellent barometer of trade conditions, not to mention general intelligence, is to be found in the postal revenue of a community, and in this particular Toronto stands paramount among the cities of Canada—I might indeed say, in a class by herself. Great as were the returns from the Toronto Post Office in 1911, yielding \$1,963,065 to the exchequer of the Dominion, the revenue for 1912 far overtops it, being placed at \$2,217,704. This shows that letter writing is becoming more and more a habit with the citizens of the Queen City, and calls in no uncertain tones to the Postmaster-General to give to Toronto that measure of recognition which its revenue-producing abilities, apart from its importance as a commercial centre, demand. I do not wish to appear censorious, but in the matter of postal equipment this city might well be placed in the archives of the postal department as third-class matter.

It is true that at our great banquet in the Arena, the Postmaster-General, Hon. Philippe Pelletier, promised relief; but our needs are not only great, they are urgent. Although the business of Toronto Post Office has more than trebled in the past decade, the equipment has not progressed in anything like the same ratio.

Apart from the inconvenience and worry experienced by the congestion engendered at the Toronto Post Office by the rush of holiday mail matter, the monetary loss to business men by delayed letters during this period was necessarily great. I have no doubt that, like myself, many of you were obliged to make free use of the telegraph lines to ensure the service that the breakdown in the postal department denied you. The fact of the matter is that the postal equipment of Toronto is not

sufficient to cope with the growing business under normal conditions, and any slight excess of matter strains the system to the breaking point. Toronto has waited patiently all these years, and is now fully entitled to prompt redress. Give us a Post Office worthy of the city and adequate to the demands of its business. To the Hon. Mr. Pelletier and the Government I would say, "Act promptly."

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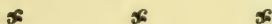
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**Ontario
Associated
Boards of
Trade**

THE second annual convention of the Ontario Associated Boards of Trade amply justified the predictions made at the first gathering that this organization would continue to grow in interest and usefulness. Sessions were held in the City Hall, Toronto, on Feb. 22nd and 23rd, and the subjects dealt with covered a wide range. Especial stress was placed on the needs of Northern Ontario, and suggestions were made for the settlement of that rich hinterland. The questions dealt with comprised the improvement of the waterways and harbors of Ontario. This would involve chiefly the immediate construction of a larger and better Welland Canal, providing for a canal system of not less than 30 feet in depth, to link the Great Lakes through the St. Lawrence with ocean commerce and permit ocean steamers to reach the principal harbors of Ontario without breaking bulk. Reference was made to the revenue possibilities which would be created by the utilization of the Hydro-Electrical power such canal construction would render available. The convention also approved of the French River Improvement scheme, sounded a note of warning against the granting of any further power privileges along the international boundary line, and entered a strong protest

against Chicago's application to be allowed to divert more water from Lake Michigan down the Chicago Drainage Canal, such diversion being regarded as a serious menace to marine interests. In this protest, through the Government at Ottawa, I am pleased to say your Board was successful, as noted by the recent judgment given by the authorities at Washington, in which Chicago was refused the privilege asked for.

It may be of interest to the members to know that 72,500,000 tons of freight passed through the "Soo" Canals during 1912 in a season of eight months, while the total tonnage of the Suez Canal for the year 1911 was only 18,324,794 tons for a period of twelve months.



FOR some years the Toronto Board of Trade has realized that the improvement of the Welland Canal was a matter of urgency, and that to make the work effective the reconstruction of this essential marine gateway must be prosecuted with vigor in order to reap the full advantage of the expenditure involved. It was pointed out in the resolution sent to Ottawa by this Board that "Every year of delay means probably a permanent settling of trade in other channels and diversion from the natural waterway across the Continent of traffic which should pass through Canadian channels, building up Canadian ports and enriching Canadian communities." The Toronto Board of Trade voiced its protest when only a preliminary appropriation was made towards the project by the Federal Government for 1912. The resolution of the Toronto Board adopted on March 28th and telegraphed to the Prime Minister, Rt. Hon. Mr. Borden, brought an assurance from Hon. Mr. Cochrane, Minister of Railways and

**Deepening
of Welland
Canal**

Canals, that there would be no delay in starting or completing the work on the new Welland Canal and that the necessary money would be provided to prosecute the work of construction, when the details and plans were agreed upon. The progress made seems satisfactory, and it appears certain that an adequate appropriation for the Welland Canal will be made at this session of the Dominion Parliament.



**Banquet to
Rt. Hon.**

R. L. Borden

A NOTABLE achievement of the Toronto Board of Trade was the history-making banquet tendered to the Prime Minister of Canada on his return from his trip to the Old Land, where he not only won laurels in England, but in France as well, being acclaimed in Paris with an almost equal enthusiasm to that which greeted him in London. On the occasion of the banquet, as your presiding officer, I took occasion to express the satisfaction of the members of the Board at the bearing of the Prime Minister while in conference with the Home Government at Westminster. While Mr. Borden was precluded from setting forth his policy in respect to Imperial Defence, his utterance carried assurance that it would be along lines in keeping with the wishes and dignity of Canada. The banquet to Mr. Borden will take rank as the largest of its kind ever attempted by any public body in Canada, and the fact that it was carried out to such a successful issue, without the slightest appearance of confusion, is about the highest tribute that could be paid to the efficiency of those who had charge of the arrangements. Roughly speaking, 1,500 diners were accommodated, while about 7,000 spectators, many of them ladies, were provided with seats in the spacious amphitheatre. In addition to

the polished address of the Prime Minister, highly acceptable speeches were delivered by Sir James Whitney, Mr. N. W. Rowell, K.C., M.P.P.; Hon. Mr. Pelletier, Postmaster-General; Hon. Mr. White, Minister of Finance; Hon. Geo. E. Foster, Minister of Trade and Commerce; Hon. A. E. Kemp, M.P., and Mr. J. E. Atkinson. Despite the number of brilliant speeches, it is to be especially noted that the banquet was concluded at ten minutes past eleven, in direct contrast to many similar dinners, which frequently drag their weary length into the hours of the following morning.

A dinner was also given by the Board of Trade and the Canadian Manufacturers' Association to the representatives of the West Indies Governments on April 10th, at which the stamp of approval was placed on an inter-preferential trade arrangement between Canada and the West Indies. On this occasion Hon. Mr. Foster delivered one of those memorable speeches for which he is famous, pointing out clearly the benefits bound to accrue to the parties entering upon the treaty. He was ably followed by Hon. Dr. Reid, who praised the entente that had been reached. The committee having the banquet in charge comprised Messrs. W. P. Gundy, G. Frank Beer, W. K. George, E. Holt Gurney, Samuel Harris, the Secretary, with myself as Chairman.



THE welcome accorded the Canadian representatives at the sessions of the Chambers of Commerce of the Empire, held in London, England, last June, was of the warmest character. The fact that Toronto was selected as the place of meeting for the Ninth Congress of the Chambers of Commerce of the Empire, to be held in

**The British
Imperial
Councils of
Commerce**

June, 1915, was the truest form of appreciation which could be shown, and an implied compliment of the high standing of this city and country in the minds of British business men the world over. I feel certain that the meeting to be held here in 1915 will do much to further bind the links of Empire, and will undoubtedly prove of incalculable value to Canada.

The Toronto Board of Trade was represented at that Congress by Messrs. W. P. Gundy, 2nd Vice-President; W. F. Cockshutt, M.P.; Edmund Bristol, K.C., M.P.; J. C. Douglas, J. D. Ivey, and F. G. Morley, Secretary, and the warmest praise which could be bestowed upon their efforts is the fact that they succeeded in having Toronto selected as the next meeting-place for the Congress. More than 130 Chambers of Commerce or Boards of Trade within the British Empire were represented, testifying to the importance of this world-wide organization. Matters of the greatest moment, respecting the commercial relations between the Mother Country, her Dominions and Dependencies, were considered, comprising such subjects as Telegraphic Communications between all parts of the Empire, All-Red Mail Route, British Empire Trade Marks, the Declaration of London, National Defence, Panama Canal, Commercial Arbitration, Emigration, and Remedies for Labor Disputes. Important resolutions were submitted by the Toronto Board of Trade. Chief among these was one proposed by Mr. Cockshutt, having to do with the commercial relations between the Mother Country and the Dominions and Dependencies, followed by one relating to telegraphic communication between all parts of the Empire, and both of which were carried almost unanimously.

In inviting this important Congress to Toronto, the Board of Trade has assumed a heavy responsibility, but I feel quite sure that this will be met in a way to reflect credit not only upon the Board, but upon the city and upon the country as a whole.



ON October 26th, at a joint luncheon provided by the Board of Trade and the Canadian Manufacturers' Association in honor of the German Trade Delegates visiting Canada, evidence was furnished that Germany was fully aware of the growing importance of Canada as a consuming country, and that she was anxious to extend her trade relations with us. Dr. Stresemann, President of the German-Canadian Economic Association (a society formed in Germany for the promotion of trade relations between Canada and that country), was a guest of honor. He outlined the desire of his country for friendly intercourse and a fair exchange of products. He had no complaint to make against the British Preferential Tariff, but he wished that Germany should be placed upon the same footing as other foreign nations in the matter of trade with Canada. The doctor declared that there was no hostile feeling entertained in Germany, either towards England or Canada. He spoke as a member of the German Parliament for five years. He maintained that all that was lacking for a mutual increase of an exchange of products between Canada and Germany was the establishment of closer and more friendly relations between the business men of both countries. Mr. R. S. Gourlay, Vice-President of the Canadian Manufacturers' Association, in replying, cordially thanked Dr. Stresemann and his colleague, Dr. Hammann, for the thought that

**Relations
with
Germany**

inspired the pilgrimage, and assured them that Canadians entertained none but the most cordial feelings for Germans, and appreciated highly the message of fraternal good fellowship and peace which the delegates had brought.

On the evening of this banquet, it so happened that Mr. W. K. George, your treasurer, and myself, were being banquetted by the Chamber of Commerce in Berlin, that banquet being attended by many of the prominent financial and business men and statesmen of Berlin. I am pleased to inform you that expressions of the best and kindest feelings were made by all regarding Canada, and more particularly the Toronto Board of Trade. The industrial growth of Germany was to us certainly very striking, and I would much like if many of our business men could see for themselves what has been accomplished by that nation through their technical and industrial education.



Several Important Conferences

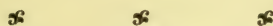
MR. Herbert Langlois, as a delegate from the Toronto Board of Trade, attended the Lake Mohonk Peace Conference held on May 15, 16 and 17, and his report indicated that the Canadian representatives gave a good account of themselves on that occasion.

Another gathering to which reference should be made is that of the National City Planning Conference, held in Boston from May 27th to 29th, at which this Board was represented by Messrs. W. G. MacKendrick and James C. Forman. They returned with much valuable information, which was duly imparted to the members, convincing them that city planning is not a fad, but practical and necessary, and something that Toronto should adopt.

The fifth International Congress of the Chambers of Commerce, held in Boston from September 23rd to 26th, proved to be a very notable gathering, some 800 delegates being in attendance from practically every civilized nation of the world. Matters of great importance to industrial and commercial interests were discussed and considered, and the accumulative effects in promoting better understanding between nations cannot help but prove far-reaching. The delegates to the Congress from your Board were Messrs. W. J. Gage and W. G. MacKendrick, who, on their return, submitted a report of deep interest and value.



D**URING** last summer a party of British manufacturers, **Visit of**
more than fifty in number and representing a combined **British**
capital of one hundred and forty million dollars, made a **Manufacturers**
tour of Canada, going from coast to coast. The party spent June 18th and 19th in Toronto, and was entertained by a joint committee of the Board of Trade and the Canadian Manufacturers' Association. The importance of having such an influential deputation gain a favorable impression, not only of Toronto, but of Canada, cannot be over-estimated. The visitors expressed themselves as much pleased with their reception, and were amazed at the status of Toronto as a business community.



T**HE** steady extension of Toronto in the past twenty **The**
years shows that this city has built on a sound founda- **Extension of**
tion. Our population has passed the 450,000 mark (the esti- **Toronto**
mated population being 470,000), and it is rapidly nearing
half a million people. During 1912 the building permits

in Toronto amounted to \$27,401,761, or \$3,000,000 in excess of 1911 (about two-thirds the actual expenditure). The buildings comprised 86 factories, 66 warehouses, 383 stores and 5,675 dwellings. As in former years, Toronto still stands at the top of the Canadian list in the matter of building permits, with its record of \$27,401,761, next in order coming Winnipeg, with \$20,475,350; Calgary, \$20,394,220; Montreal, \$19,641,955; and Vancouver, \$19,428,432. Among the cities nearer home are Hamilton, \$5,491,800; Ottawa, \$3,621,850; Brantford, \$1,167,105; and London, \$1,136,108.

The postal returns for the fiscal year 1912 are quite illuminating from a comparative standpoint, the gross revenue collected at the Toronto Post Office Department being \$2,217,704.91, as against \$1,963,065 in 1911; the next city nearest being Montreal, whose revenue in 1912 is placed at \$1,281,900.48.

The Toronto bank clearings tell a very gratifying story, amounting to \$2,160,229,476 in 1912, an increase of \$307,831,871 over 1911. Toronto stands at the head of all the cities of Canada as a banking centre, nine of the twenty-five chartered banks of the Dominion having their head offices in this city, with an aggregate authorized capital of \$72,000,000. In addition, there are five trust companies, with a paid-up capital of about \$5,000,000, three of which practically conduct a banking business. There are about seventy-six insurance companies conducting business in Toronto, and of the number approximately twenty-five have their head offices here.

The Customs revenue collected in Toronto during 1912 totalled \$19,307,727.68, as against \$7,044,026 ten years ago.

The area of the city of Toronto is 33.09 square miles, an increase of 16.20 square miles in five years. The

total assessment of the city is placed at \$344,835,115, an increase over the previous year of \$35,688,062; while the property exempt from assessment is valued at \$45,764,033. The number of passengers carried by the Toronto Street Railway during the year is placed at 132,000,000, while the earnings reached \$5,373,874.65.

Did time permit I might dwell on Toronto's importance as a wholesale distributing centre. Its standing in manufacturing, as shown by the last census, is certainly remarkable. The value of the products of the Toronto factories in 1910 was \$155,245,915, while that of Montreal for the same period was \$166,296,972, or little more than \$11,000,000 below Montreal, as compared with a difference of nearly \$23,000,000 in 1890, thus demonstrating that the time is near at hand, with the expansion now in progress, when Toronto will take the premier position. I might also speak of the leading place Toronto occupies as an educational centre, with its fine system of colleges and schools, complete from the kindergarten to the University, the latter, with its 4,000 students, constituting it the largest University in the British Empire. Our place as a musical centre is also of an outstanding character, one of our musical colleges, the Toronto Conservatory of Music, having over 2,000 enrolled students.

I feel I should also refer to the Canadian National Exhibition, so well and favorably known, not only in Canada, but in other parts of the British Empire, as well as in foreign countries, and I feel satisfied we may look upon it as one of our best advertising mediums, not only for Toronto, but for the whole of the Dominion. Its success last season was of an even more phenomenal character than that which has distinguished it for a number of years past, and the gathering together of detachments of cadets from all parts of the British Empire

was, to my mind, a splendid Imperial undertaking. This Exhibition is acknowledged to be the largest annual exhibition in the world, and its continued success is a great compliment to the energetic Secretary-Manager, Dr. J. O. Orr, and the Board of public-spirited Directors who have so ably seconded his efforts.

Of its beautiful homes, of the attractions it offers to the tourist, and of the opportunities presented for the laborer and the artisan, as well as for the capitalist, much might be said. I think I have said enough to indicate that our present position is sound and our future bright with promise. The fact that at the last municipal election \$13,000,000 were voted without a murmur for civic betterments is an evidence that the ratepayers have faith in Toronto's future development.

Toronto stands in a commanding position in respect to the distribution of white coal from Niagara Falls, being served by both the Hydro Power Commission and the Toronto Power Company. The boon of cheap electrical power, with competition, has done much to make for the industrial development of our city.



Death of Judge Mabec

IN the death of Judge Mabec, Chairman of the Board of Railway Commissioners of Canada, in May last, an outstanding figure has been removed. In the resolution adopted by the Board of Trade, his demise was fittingly referred to as "a national loss of the gravest character, coming at a period when problems of such importance to the business interests of the country still remain unsolved." Despite his long legal training, he, as Chairman of the Railway Board, remained unfettered by precedent, and made equity the

ruling idea in all his decisions. Possessed of a wide vision and a keen and well-cultivated mind, he adjudicated in matters of moment with an eye single to the future welfare of the country. His fearless honesty and impatience of anything savoring of red tape or legal quibbling made him an ideal presiding officer. He was quick to grasp a point and action followed, indecision not being one of his characteristics. Approachable, patient to a degree, and always open to conviction, an untiring worker with a grasp of the essentials, his untimely removal cut off a great man in the performance of a great mission.



AFTER several years of strenuous campaigning in favor of grade separation, the Toronto Board of Trade has in a measure reaped the reward of its labors in the adoption by the Dominion Railway Commission of the viaduct proposal for this city. While it is true that the railways have placed every obstacle in the way of the carrying out of this plan, I feel that in the appeal they are now making at Ottawa they have reached the end of their resources and are making a last stand. The proposal of the railways to substitute bridges in place of the viaduct ordered by the late Chairman Mabee, of the Railway Board, is one which, in the best interests of the city, was fought at every point, and in the fact of Judge Mabee's declaration and belief, "That if bridges were erected now, it would be necessary within ten years to tear them down and build a viaduct," the proposal was one that I felt quite confident would not be seriously entertained by the Government.

Viaduct and Harbor Improvements

THE comprehensive plans for harbor improvement, so ably outlined to the Board of Trade on November 15th by Mr. R. S. Gourlay, are dependent for their success upon the construction of the viaduct. The building of bridges, as proposed by the railways, would go a long way towards nullifying the scheme. The magnificent plans prepared by the Harbor Commission will not only make for civic beautification, but will add enormously to the industrial and commercial development of Toronto, as the reclamation of the Ashbridge's Bay district will render available 644 acres for factory sites, with the best of shipping facilities, both rail and water. The scheme will also give the city a splendid boulevard, stretching from the Woodbine westward through twelve miles of park land to the Humber, besides increasing the area of park lands along the water front by some 900 acres. It is for this reason that the members of the Toronto Board feel so strongly on the question of the railway viaduct, as the two schemes are practically interrelated.



**High School
of
Commerce
and
Finance**

THE High School of Commerce and Finance has already more than justified the predictions made for it by the Toronto Board of Trade, the members of which early recognized the need of such an institution to fit the youth of the city for commercial careers. Courses in accountancy, stenography and general business comprise the work of the school, which is now crowded to capacity, evincing the pressing need of haste with the new building. More than three hundred pupils are attending the day classes, while six hundred are registered in the evening classes. In addition to the support accorded and the interest exhibited by the members of the Board in the

welfare and future of the High School of Commerce and Finance, Messrs. T. D. Bailey, Thos. Bradshaw, H. D. Lockhart-Gordon and Chas. Marriott (Chairman), appointed by this Board to act with four members of the Board of Education upon an advisory committee of the institution, have devoted much of their time in directing its management. I feel assured that as time goes on, the members of the Toronto Board of Trade will be in a position to look to this school for qualified assistants in the executive and selling departments of their offices, factories and warehouses. To stimulate the work of the school, the Toronto Board of Trade presented prizes, which were awarded at the commencement exercises held on November 29th, to Reginald Longstaffe and Ivy Pannell, of the first year, and Gladys Sewell and Fred. Hamilton, of the second year.



FOR many years the Toronto Board of Trade has urged **Technical Education** the growing need in Toronto for the adoption of an adequate system of technical education, and now these hopes are about to be realized. The city stands pledged to the erection of a proper building that, when completed and equipped, will cost considerably more than one million dollars. The importance of such training to the industrial life of the city cannot be over-estimated, and in this connection I cannot refrain from expressing a word of appreciation of the efforts of one of our past-presidents, Mr. J. D. Allan, who has not only given unsparingly of his time, but of his ripe knowledge and experience, in bringing this matter to fruition. The suggestions of the Technical and Commercial Education Committee, contained in the report signed by Mr. Allan and

submitted to the Board, I have no doubt proved of great value to the Advisory Industrial Committee of the Board of Education in the planning of the Technical School. In my opinion the Board of Education have been very fortunate in securing the services of so able and well qualified a principal as Dr. MacKay, and I sincerely hope that there will be no further delay in the construction of buildings so much needed. I feel satisfied that the citizens of Toronto will support the Trustees in any additional expenditure that may be necessary to promptly build and properly equip premises of a suitable character in which to satisfactorily carry on the excellent work so much needed in our city. The call of the ratepayers is, "Trustees, hurry up."

I believe Toronto requires a substantial structure with sufficient available space in which may be taught and demonstrated the application of physics to machinery, to steam, to gas, and to electrical engineering. Space is also required for demonstration by the various local industries necessitating the application of chemistry, and for further development along the lines of printing, painting, moulding, and thus fitting the student thoroughly for special fields of work.



**Conference
Committee of
One Hundred**

THE luncheons and meetings of the Conference Committee of One Hundred, of the Toronto Board of Trade, under the able chairmanship of Lt.-Col. Brock, have proved of deep interest and value, and its activities are certain to redound to the general good of the city. Among the subjects discussed have been the Housing Problem, Commission Government, Federal Square Project, High Cost of Living, Bloor Street Viaduct, Panama Canal, The

Humber Boulevard, etc. The reports of the High Cost of Living have received wide publicity and have been provocative of discussions that have brought forth many valuable suggestions. Two able addresses were delivered before the committee, one by Mr. Z. A. Lash, K.C., on "Newcomers to Canada," and the other by Commissioner J. E. Starr on "The Economics of the Juvenile Court." It can be truly said that the Conference Committee of One Hundred has more than justified its existence and the predictions made by its founders.



DURING the year a new department has been added to the Board's activities in the interests of Traffic and Transportation, under the management of Mr. Thos. Marshall. The Department was organized in July, and has since participated in the adjustment of several important matters pertaining to railway and express traffic on behalf of the members of the Board. It has become necessary that an organization of the size and importance of the Toronto Board of Trade maintain such a Department, whereby the interests of its members can be protected.

Traffic Department

Some of the more important matters now receiving attention by the Department are:—

A proposed revision of the minimum weights for carload shipments.

Car demurrage charges and penalties.

Railway delays to freight traffic.

Adjustment of various ratings and rules in the Canadian Freight Classification.

Allowances from track scale weights.
Interswitching of carload traffic in terminals.
Loss to shippers and consignees through pilferages.
Proposed advance in rates on lumber, carloads, from various Southern United States points.
Through service for less than carload freight.
Regulations for the transportation of dangerous articles other than explosives.
Effect of the Panama Canal Act upon Canadian trade.

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Membership Campaign

THE membership campaign, which began on October 14th, was short, sharp, and decisive. In the five days the several captains succeeded in adding 512 new names to the roll of membership, which is now nearly 3,000. The thanks of the Board are due Mr. W. M. Douglas, the Chairman, and his assistants, who so ably handled same.

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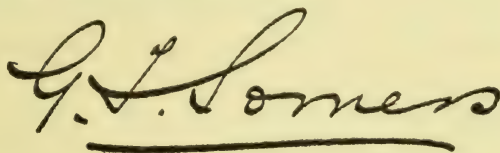
Presentations to Mr. John F. Ellis and Mr. R. S. Gourlay

ON June 28th, at a luncheon attended by about 100 members of the Board, the retirement of Mr. John F. Ellis from active work on the Executive was marked by the presentation of a cabinet of silver to that gentleman, in recognition of his untiring and able services on behalf of the Board. On the same occasion a similar gift was made to Mr. R. S. Gourlay, to mark appreciation of his efforts during the time he held the office of President.

THERE are many matters that come before the President and the Council of the Toronto Board of Trade calling for time and careful consideration that do not come to the attention of the public, and, in many cases, to the notice of the members of the Board, but that are nevertheless necessary to the success of the organization. The help and encouragement and the kindly consideration I, as your President, have received during my incumbency of the office, by the executive officers with which the Board surrounded me, made the work of the year pleasant and profitable to me, and it now comes in the nature of a wrench to break away from those congenial ties. On every hand I have met with wise counsel and forethought, and the best of consideration. I can assure my colleagues that I am deeply sensible of their efforts, which have contributed in no small degree to whatever I was able to accomplish for the Board during my tenure of office.

My thanks are also due to our painstaking and efficient Secretary, Mr. F. G. Morley, who seems to possess that happy faculty of anticipating the needs of the officers, and to his assistant, Mr. F. D. Tolchard; also to Mr. Thos. Marshall, Manager of the Traffic Department, and their courteous and faithful staff.

All of which is respectfully submitted.

A handwritten signature in dark ink, reading "G. L. Somers". The signature is written in a cursive style with a large, sweeping "G" and a long, horizontal flourish at the end. The signature is underlined with a single horizontal line.

President.

**Board of Trade
Executive,
Secretary
and Staff.**

WORK OF THE BOARD OF TRADE FOR 1912
IN TABLOID.

Encouraged Good Roads Movement.
Worked for the Improvement of the Welland Canal.
Supported Harbor Commission scheme.
Advocated Viaduct.
Protested against sale of St. James Square.
Dealt with High Cost of Living problem.
Favored Parcel Post system.
Favored Tax Reform.
Appointed Traffic Expert and organized Department.
Favored Technical School plans.
Assisted High School of Commerce and Finance.
Dealt with Housing Problem, Commission Government,
Federal Square.
Advocated Bloor Street Viaduct in accepted form.
Sounded note of warning respecting reckless real estate
speculation.
Fought for widening and extension of Teraulay Street.
Dealt with Panama Canal question.
Sent representatives to many important conferences.
Secured for Toronto next Congress of Chambers of Com-
merce of Empire.
Entertained British Manufacturers.
Banquetted Rt. Hon. Mr. Borden on his return from
Britain.
Conducted important Membership Campaign.

